

COMMENT

IT MUST BE with some envy that British fishermen look at their counterparts in France. By making enough noise and nuisance, French fishermen can always manage to get some action out of their Government.

All the banner waving and protest marches last year, against the flood of mackerel imports from the UK, seems to have produced some results. There are strong suspicions that the latest demand by the French authorities for a health certificate on all imported fish (page 7), amounts to nothing more than a 'back door' method of banning foreign fish.

When examined closely, the new regulations provide enough scope for the French to block imports at a whim. In addition to a health certificate, the French are insisting on permits for all establishments where fish is prepared and handled. When it is remembered that the handling of fish starts on a boat, who knows where the permit system could end?

With only five weeks to go before the regulations come into force the Ministry of Agriculture and Fisheries seem to be relying on EEC pressure to get the French to withdraw their demands. Knowing the obstinacy of the French, it might be better if the Ministry concentrated on setting up the machinery to comply with the new regulation.

Neither the fishing industry, nor the country, can afford to lose a valuable export market.

fishing news

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BUT will keep fleet working

THE LARGEST owning company on Humberside, British United Trawlers, has announced plans which should not result in the withdrawal of any of its distant water trawlers in the foreseeable future.

However, to keep the vessels operational, it has put five Grimsby trawlers onto the Western grounds and the reduction in crewing on these vessels means four or five men on each will lose their jobs.

In Hull, the company will continue to fish 13 vessels at Iceland and the remaining two trawlers are likely to work the Barents Sea or the West Indies.

It is understood these plans are only temporary and may have to be reviewed in the light of their returns. It is expected that about 35 trawlers will be made redundant as a direct result of this reshuffle.

There are also no immediate plans at Consolidated Fisheries to withdraw any of its 11 trawlers and the company is continuing with its policy of maintaining a fully operational fleet.

A major raft on *Real Madrid* is nearing completion, but the company has been forced to deploy some of its vessels to the West Indies to keep at full strength.

Boston Deep Sea Fisheries, which has already made

economies, is not quite so fortunate and may have to lay off Anthony Crossland being returned to the port with a broken winch last weekend. No final decision has been made.

Meanwhile, a spokesman

for the Grimsby Labour Party said there was no question of carpeting for the part played in the end war settlement when he visits Grimsby to back his actions in fishing made.

NAVY GET THE FISH

A MINISTRY of Defence danger area on the north-west coast of Scotland has become a sanctuary for fish, according to Gordon Jackson, secretary of the Mull of Galloway and North West Fishermen's Association and a Scottish Fishermen's Organisation director.

Speaking to Skys and Lochalsh District Council, which is concerned about fish conservation, Mr. Jackson dealt with a whole range of subjects.

Turning to conservation, he said a most unexpected effect had come about in the Inner Sound of Rannoch.

The Royal Navy use a 10-square-mile area off the Applecross coast to test classified underwater missiles launched by submarines.

Fishing is restricted by law to prevent damage to seabed monitoring instruments.

Mr. Jackson said the torpedo range has closed a large area which is fast becoming a sanctuary for fish. This is the first time in Britain this has ever happened and it could be of major importance, he said.

The Navy has admitted that fish have been flooding in. The long-term effects are up to the subject of a special biological study which could lead to the establishment of "nursery" areas for fish in other places.

The industry is concerned about the little money available for fishing research in Britain, said Mr. Jackson.

"I regret to say we can learn more from the Norwegian fishery vessel which is always working just outside our limits — they are totally co-operative in giving us all data."

"Recently, in the blue whiting trials, the skipper came aboard British boats and helped them to adjust their nets."

Mr. Jackson said conservation measures have resulted in the first signs of recovery of herring on the west coast.

Against all scientific advice and expectations, he said, lobsters are on a fast decline

in BRIEF

TWO five-stone boxes of top quality Dover sole from the Grimsby inshore trawler *Myrtle* (Skipper Nico Miles) changed hands last Friday for £102 apiece to set a new price record for the species.

Altogether *Myrtle* had landed two kits of fish which grossed £413 through the Sam Chapman & Sons Ltd., agency.

A £295,000 scheme to develop Whithy's upper harbour has been approved by the Government. It will provide a refuge area for fishing boats, nearly 240 new deep water yacht berths, reclamation of seven acres of mud flats for car parking, and a deeper channel for cargo ships from the Continent and Scandinavia.

THE Thames Estuary Inshore Fishing Fleet Race will be held this year on July 31 at 12 noon from Southend Pier. Around 35 to 40 boats will be taking part.

AFTER a 22-day trip to the White Sea grounds Hamilton *St. Dumitrie* (Skipper Jagger) made £25,021 at the end of last week. She had a turnover of 1,661 kits of which 74 kits were flatfish.

FURTHER lighthouse-keeper Ken Walker, has been appointed Algaite Industries manager for Orkney and north of Scotland.

Well boat on run to Spain

AROUND 30 West Country crabbers are supplying part of their catches to the Panama-registered wall boat *Natoli* at Plymouth for export to Spain.

The well boat has made three trips so far and up to 25 tons a trip can be carried. Boats from Dartmouth and Plymouth are supplying spider and other crabs, plus lobsters.

Natoli is expected to make around four trips a month. Chris Austin of Hastings, who exported cuttlefish last year, is working with the Spanish buyers and told *Fishing News* some boats were earning up to £1,500 and £2,000 a week.

James and Austin of Paignton are organising local consignments and Tom Jones said: "All has gone well."

Half a dozen skippers up the coast were disappointed this week when their private consignments had not been collected.

Bob Stevens of Poole's *Lucky Mc*, and Anton Proctor of Mudeford's *Burcaner*, said they were left with about one ton of spiders each, along with another two Mudeford boats and one from Portland.

They had each switched from night-time trawling to spider crabs.

Chris Austin said, as there had been crew problems, *Natoli* would not be returning to the UK until next Tuesday — even then he would not be able to pick up their spiders.

Union wants fleet to be nationalised

FURTHER proposals to decasualise the British fishing industry were revealed this week in a policy document prepared by the Transport and General Workers' Union.

The plans received unanimous approval from an all-country meeting of fishermen's union representatives at the International Transport Workers' Federation conference held in Grimsby on Monday and Tuesday.

The representatives are likely to adopt the proposals themselves.

The conference also called for nationalisation of trawler companies and their ancillary food processing activities at the earliest possible date — and 100 per cent union membership within the industry.

The decasualisation proposals, which according to a union spokesman would take the industry out of the 19th century and into the 20th century, are in line with conditions, holiday pay, pensions, sick pay and severance payments adopted by most modern industries ashore.

Under the scheme a National Labour Board for fishing would be established. Men wanting to fish would be registered on local boards at each port; something like the present dockers' scheme. Basic to the whole idea is that

all fishermen should be union members.

Trawler owners would have to register and registered trawlermen would be subject to disciplinary action if they failed to meet agreements.

Fishermen on the register would be entitled to fall back pay of about £80 per week when out of work, plus fully paid holidays and sick pay. There would be compensation for fishermen unable to continue working due to ill-health or age.

The union suggested a wage structure of £9,200 a year for trainees over 21, £13,950 a year for qualified deckhands and

cooks, and £4,800 a year for chief engineers. Pousage payments on the catch would be additional and standardised at ports. Trawler officers would continue to negotiate with the owners over their pay.

The TGWU national fisheries officer, David Cairns, said the union expected the Government to meet the cost because of the vital part fishing plays in supplying food.

He hoped the scheme would be adopted when the Law of The Sea Conference had established what size the future British fishing in-

Fleetwood loses Kennedy

THERE is now yet another former Fleetwood trawler working from Lowestoft.

The 139 ft. distant water trawler *Kennedy* has been sold by the Hewitt Fishing Co. to Lowestoft's Claridge Group, which last year bought the vessel's sister-ship *SSAFA* from the same company.

Kennedy was built at Gole in 1957 as *Boston Britannia* and was one of the most successful middle-water

vessels in the fleet of Boston Deep Sea Fisheries before the Hewitt company bought her in 1967. It changed her name to *Kennedy* and switched her to Iceland fishing.

A spokesman for Hewitt said last week: "Negotiations are taking place which could lead to one or two smaller

ships coming here." At present Hewitt has two distant-water trawlers, *Ello Hewitt* and *Robert Hewitt*, and the 109 ft. near water vessels *London Town* and *Royalist*.

The recent success of these latter craft has prompted the firm's interest in increasing this section of its fleet.



Kennedy — sold off to Lowestoft owners.

WFA boats in debt

Repayments of capital and interest are running at about £3 million a year.

"Bath in October 1975 and April this year about one-quarter of those due to make payments were unable to do so in full at the time," remarks the Minister.

"In October 1975 the initial response produced 71.6 per cent of payments due, and 240 borrowers were in arrears."

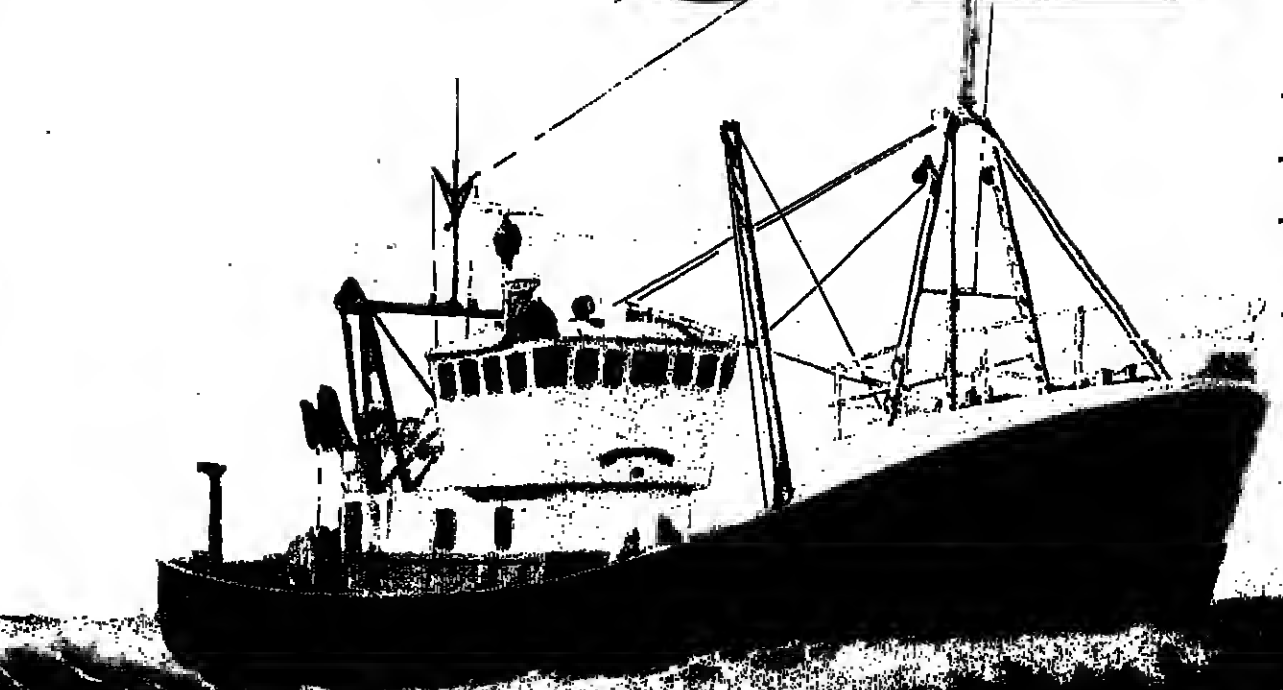
"In April 1976 the figure had risen to 74.1 per cent of payments due, and 265 borrowers were in arrears."

"More significant was the high level of interim payments, which resulted in 97 per cent of money due in October 1975 being paid before the next settlement date."

"The efforts to catch up no doubt contributed to the high number again unable to meet payments in full this April," added Mr. Bishop.

He believes that the evidence does not justify interfering with contracts which, in the majority of cases, are proceeding satisfactorily. Mr. Bishop saw the needs and problems of the fishing industry in the south west at first-hand recently when he visited Newlyn and other ports.

McTay fishing vessels in STEEL



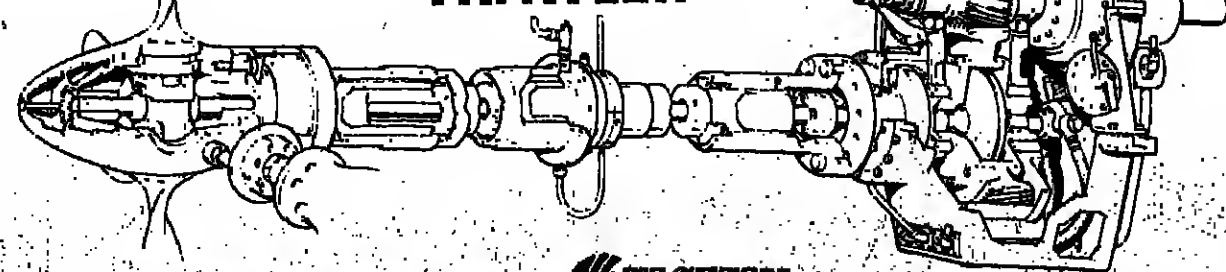
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Plastic box meeting

WITH the cost of wooden boxes rocketing, being made at Peterhead to change over to plastic containers.

An open meeting is being staged at 11 a.m. on July 1 at the Fisheries Mission, to discuss the possibilities of a scheme.

A steering committee has been formed under the chairmanship of John Buchan. It is hoped that an industry company of box users will be set up to manage the

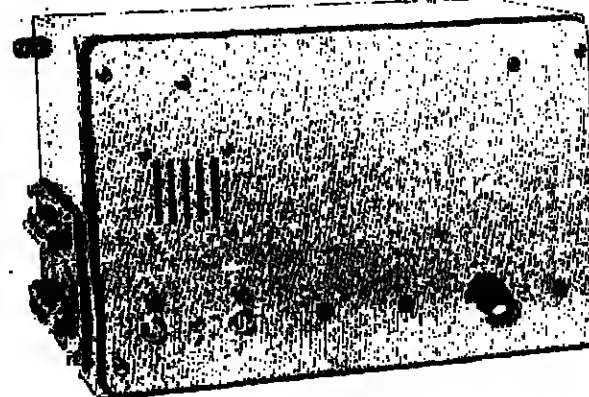
THE 789-ton *Primello* and the 678-ton *Brucello*, two of J. Marr and Sons four Hull-based distant water trawlers, have been temporarily laid up.

A company spokesman told *Fishing News* on Tuesday: "We don't have sufficient fishing days allotted to

operate these two ships off Iceland, and other grounds where they could fish, even under the quota system. The situation is being reviewed daily."

Both vessels have been docked a while and *Primello* is now having a major defect put right.

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The Cosalt pair trawl, which has been a revelation to the 800s, stretched out on a sports field for the benefit of our cameraman.

Scots latch on to pair trawl

AT A TIME when most fishing equipment suppliers are finding it increasingly difficult to keep their order books full, the Inshore Net Department of Cosalt Ltd. at Grimsby is having a remarkable run of success.

Originally set up to meet the needs of the local inshore vessels in Grimsby and adjacent inshore ports, the company has been so successful that net orders are now pouring in from all quarters, including the continent, for the wide range of nets it manufactures in a busy factory on the fish docks.

Recently the firm came up with a new box trawl, called the Concord, which has been setting new standards for inshore trawlers which have turned to it.

Hard on the heels of this success has come unexpected orders for the Cosalt pair trawl from Scottish vessels which would normally have turned to seining.

The Caley Fisheries Group Ltd. of Peterhead, which

Above: fish's eye view of the Cosalt pair trawl. Right: the men behind the net stand in front of it (left to right): foreman net fixer Bill Smith, Colin Deane, Andy Borrell and manager, Peter McKillop.

agents a large number of Scottish vessels at the port, confirmed the net—designed basically for fairly low-powered vessels—has been a revelation. Skippers using it have consistently returned with good catches.

Already supplied with the pair trawls from Grimsby are Seringa (Skipper John Morgan) and Sundari (Skipper William Morgan), Amethyst (Skipper James

Buchan) and Naranya (Skipper Alec Reid), Dyalme II (Skipper Arthur Buchan) and Faithful II (Skipper Walter Milne), Fairweather V (Skipper John Alec Buchan) and Sparkling Star (Skipper John Buchan) at Peterhead, also Ocean Crest (Skipper Robert Stephen) and Dayspring (Skipper Alex Tait) from Fraserburgh.

Basically, the net was designed by Cosalt to the specifications of Grimsby pair trawl skippers and it has not been altered to any great degree for the floods of orders now coming from Scotland.

Of all-nylon construction, the groundrope is only 1 1/2 in. with a 130 ft. fishing line and the normal adjustable bobbin rig of 125 ft. V-wires of 24 ft. 8 in. provide that bit more lift necessary for header grounds.

Initially many of the skippers thought the 25-fathom long net, with 120mm meshes against 200mm meshes they were used to working, would be too small, but the remarkable run of catches has altered their opinion of the net which takes 72 hours to make.

Left: trawl mouth and bobbin/floor rig of Cosalt's pair trawl.

Firmer markets lift the gloom at Grimsby...

THE RECENT run of improved quayside prices was maintained by all sections of the fleet which landed at Grimsby last week with, if anything, the markets firming up even more, especially among the seiners.

Skipper-owner Anton Bojen in Bekimael headed a long list of his grossings with a new port record for a seiner of £8,606.

Skipper Bojen, father of top pair trawler skipper Jens and Jorgon, smashed the old standard with a 16-day trip, which turned out 338 kits and included 174 of cod, 118 of codlings and 45 of plaice in the tally.

Bekimael landed on June 17 through the Consolidated Fisheries (Seiners) Ltd. agency.

The previous best seiner trip was held with £8,335 from 400 kits by Skanderborg way back in August 1970, when Skipper Melvin Potterton was in command.

Several other vessels made best-ever return and Veralla (Skipper "Bebbe" Olsen) hoisted the Allard Hewson Co record to £7,773 from 319 kits just a week after sister-ship, Beverley, had broken new ground for them!

Biggest disappointment was felt by the Sam Chapman agency when Skipper Villy Thomsen chose to land at Hull, also on June 17, with a huge haul of 378 kits which grossed £9,030 for Rosmine. This would almost certainly have outgrossed Bekimael on the buoyant Grimsby market.

Nevertheless, Rosmine's grossing stands as the best return for a Grimsby seiner landing at another port.

Top three pair trawling grossings went to the new John R. agency, with both Benjen brothers sharing big catches to complete the family celebrations.

There were far more respectable grossings from the Icelandic trips, too. Skipper Barry McCall took the honour in this section with £12,163 from 1,928 kits after a 23-day trip in BUT's Ross Renown.

The Boston Group also had the satisfaction of a profitable trip from Prince Philip (Skipper Eddie Grant) with a nice catch of 1,462 kits which made £23,563.

Unfortunately, a portion of the distant water fleet still failed to clear their expense due to slack fishing.

Almost as routine, BUT's Rose Zebra (Skipper Ron Reeves) topped the middle water landings with a mixed Forose/Westerly catch of 1,169 kits and made £19,074.

Top grossing from Iceland

THERE were some excellent grossings at Blenheim (Skipper Bob Fleetwood by vessels returning from Iceland last week.

The stern trawler Irvana (Skipper Gordon Wignall) landed 1,901 kits, including more than 1,400 of cod and 400 of coley, which sold for £37,216.

Earlier in the week the

CO-OP CLOSES DOWN

DINGLE Fishermen's Co-op in County Kerry has gone into voluntary liquidation.

For several weeks catches have been dumped due to poor markets and the lack of local freezing facilities in the area.

The Co-op has blamed the State promotion agency for the area, Gaelarra Eirann, for not letting it buy or lease one of two freezing plants in the town owned by the agency.

But the allegation has been rejected by Gaelarra, which said that co-op officials, at one time, were negotiating for the co-op and then some of them were, at the same time, negotiating privately as a group for the rights to a freezing plant.

Now it appears that members of the co-op are to form a private company in Dingle.

She landed 1,906 kits, including more than 1,200 of cod and 170 of coley, which sold for £34,801.

Among the side trawlers, the outstanding vessel was Boston Explorer which is now the only Boston Deep Sea Fisheries side trawler at Fleetwood with an Iceland licence.

On her latest voyage she worked Iceland before returning to port with 1,534 kits, including more than 1,000 of cod and 250 of coley, which sold for £29,816.

Plaice continues to attract little demand, despite the fact that quality is showing its usual summer improvement.

NAVENA LANDS £11,292 MAIDEN

FLEETWOOD'S latest vessel, the stern trawler Navena (Skipper Tom Watson), landed her maiden at the port last week.

The vessel fished the middle water grounds before landing 651 kits, including over 200 of cod and 160 of haddock, making £11,292.

Andrew Marr, of owners J. Marr & Son Ltd., said there had been criticism of the industry for not modernising its fleet. This could not be said of Marr/Navena brings the total of new ships built for the company in the last four or five years to 26.

OBITUARY

KENNETH Samuel House (Gill), mate of the Grimsby trawler Rose Congo, died arrived back from a middle water voyage. Mr. House was married with two sons.

Skipper gets £200 fine

DUNCAN Montgomery was fined £200 after being found guilty of illegal fishing within the three-mile limit off the Scottish west coast at Dingwall Sheriff Court last week.

Skipper Montgomery, of the boat Halcyon, denied other trawling within the three-mile-limit off Loch Carron on November 12 last year.

He admitted a previous conviction for a similar offence in 1973.

People

LIONEL Cox JP (left) being presented with two silver salvers by Tom Boyd Jnr., president of the Hull Fishing Vessel Owners' Association. Mr. Cox retired recently as secretary of the association after 27 years within the industry. He is succeeded by Robert Dalton.

IAN Stewart CBE has been re-appointed as president of the Scottish Fishermen's Federation. Mr. Stewart has also been appointed an honorary president of the Clyde Fishermen's Association, which he helped to found 40 years ago.

JOHN Wright, public relations manager of the Irish Sea Fisheries Board (BSM), has been appointed fisheries development manager. In his new capacity Mr. Wright will be responsible for the board's development programme for the catching sector of the industry.

Mr. Wright also retains responsibility for the board's public relations.

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A PLAN FOR HUMBERSIDE

A DOCUMENT sent to the Government this week by a 17-man delegation of Humberside councillors and fishing interests spells out the problems facing the industry and suggests short and long-term measures to stave off a collapse of the ports.

The report calls for immediate short-term aid for the industry as well as long-term policies from the Government in order to ensure survival.

The document is the result of meetings between councillors and representatives of all sectors of the fishing industry in Hull, Grimsby and Bridlington. The final draft was agreed at a meeting in Hull last weekend.

The document states that ships of the correct type should be built and maintained and, thereby, retain the catching capacity, conserve skilled labour resources and hold Britain's negotiating position for quotas, plus selective aid for some special projects related to the industry to sustain employment.

Dumping of heavily subsidised foreign fish in the UK should be controlled and ensure a fair minimum import price operative throughout the UK.

A positive Government

fishing policy is also needed, incorporating clear views on limits and stock management.

Reciprocal agreements with other nations, e.g. Norway, are called for to ensure future supplies of fish for the modern and efficient fleet of over 40 freezer trawlers based on the Humber. And re-negotiation of the Common Fisheries Policy is needed with special regard to limits legislation and the grading and pricing system.

The report would like to see the setting up of a "Little Noddy" to investigate the organisation of the industry and, in particular, the marketing and pricing structure within the UK.

The report goes on to say that fishermen should be given the same protection as other workers and that they be brought under both industrial and social legislation which governs the employment of every other industrial employee in the UK.

At the same time, terms and conditions of employment within the industry must be raised to the levels of other industries.

The industry requires

financial assistance to help with the immediate difficulties, the provision for fair redundancy payments and, then, long-term policies and financial aid to help the industry adapt structurally to the changing pattern of British fishing.

In view of the need to restructure the industry, it is essential that training facilities are made available at the two nautical colleges at Hull and Grimsby to retrain crews for the new types of vessels and fishing methods which will have to be brought into use.

The industry is now facing a crisis and there is a very real possibility that, without quick action along the lines discussed in the report on cheap imports, and, in particular, access to grounds such as Iceland, there will be a major collapse of part, if not all, of the industry on Humberside.

The representatives who formulated the report believe that the industry on Humberside can have a very real and economically viable future. It has a very important and essential place in the economy of the country.

'Gold turns to silver'

AS EXPECTED a coin has been found under the foremast of the old trawler *Dinos* as she was being broken up at Hull—but not a half-overgrown as previously believed (*Fishing News*, June 18).

The coin turned out to be a half-crown minted in 1865, the year the vessel was built by Catchpole and Sons. The coin is understood to have been placed under the mast just before it was lowered into position.

The coin has been presented to James Mewse, who has been superintendent with J. Minz & Son (the owners) for 11 years and who supervised *Dinos*' construction.

WEA rate changes

CHANGES in White Fish Authority and Herring Industry Board loan interest rates were made on June 12, 1978.

The new rates of interest are: for fishing vessels under 80 ft. and new engines, under five years, 12½ per cent; 10 to 15 years, 14½ per cent; 15 years, 14½ per cent.

For processing plants, under five years, 14½ per cent; 10 to 15 years, 14½ per cent; 15 to 20 years, 16½ per cent.

PROCESSING AND MARKETING

EXPORT CHAOS!

FISH EXPORTS to France could become completely bogged down by new health regulations due to come into force in August. Although it will not be difficult for British fish to comply with the requirements of a health certificate being demanded by the French, there appears to be no administration in the UK which could produce the documentation without long delays.

As neither the White Fish Authority nor the Ministry of Agriculture and Fisheries have people qualified to operate the regulations, it seems that the task could only be handled by environmental health officers, but this would impose a heavy workload on them.

Ken Becken, secretary of

Health ticket could hit French market

the Federation of British Port Wholesaler Fish Merchants' Associations, told *Fishing News* this week that his members were very worried about the French move. A lot of concern centred round weekend consignments of fish to France: "Would port health officers be prepared to work on these days," asked Mr. Becken?

There is also confusion among the port health officers as to whether they are the competent authority to deal with the regulations.

A spokesman for the Environmental Health Officers' Association told *Fishing News* that enquiries had

been received from port officers and the association is awaiting a reply to a letter it had sent to MAFF.

Another worrying aspect of the regulations is the stipulation that all processors of fish for export to France will have

to meet certain conditions and be issued with a permit in the country of origin. Again, there is no machinery in the UK to licence processing.

The new regulations apply to almost all fresh, frozen and processed fish. The only ex-



Annorhys, the 5,731-ton ship which made the first British Far East run between Portsmouth and St. Malo on June 17.

IMPORT FLOOD

BRITAIN could be virtually held to ransom on fish prices because of the Government's failure to curb the flood of low-priced frozen fish imports.

The latest Customs and Excise figures show another rise of nearly 50 per cent in the first quarter of this year, according to the British Trawlers' Federation.

These imports could backfire on British canners, who are now faced with a drastic reduction in cod supplies following the Oslo fishing agreement with Iceland.

Imports from countries with heavily-subsidised fleets have been depressing the British market to artificially low levels. Now, with Britain shortly to be in need of fish rather than just a dumping ground, the exporting nations are likely to start pushing their prices up.

"For the past 18 months we have been warning the Government of the consequences of allowing imports to pour in at uneconomic prices. The industry has suffered a great deal already

from the undermining of its markets: now the consumer is likely to suffer too."

"It has always been obvious that the exporters would not go on losing money. Now the chance has arrived to charge more realistic prices they will almost certainly take it," said Austen Leing, director-general of the British Trawlers' Federation.

"With the EEC conspicuously omitting frozen fillets from its latest regulations on cod, and the British Government lamentably failing to press our case in Brussels, the situation has already assumed the proportions of a major scandal before the latest figures showing a continuing increase in the early part of this year."

"In marked contrast to France and Germany, Britain has singularly failed to tackle the problem and will now have to pay the price of inaction," he said.

There are fears that sudden price increases will induce consumer resistance which could further hit the already depressed fishing industry.

Study of the Customs and Excise returns for the first quarter show, says the BTF, that Norway's "gesture" of slightly increasing the price of what was previously the most sensitive item (ready-to-use industrial blocks of frozen cod) has been offset by big increases in imports of other species or packs—among them on increases of 959 per cent in volume, accompanied by a 32 per cent drop in price, on retail packs of cod.

In the January to March period this year, imports of frozen fillets and portions of all species were 15,598 tonnes compared with 10,668 tonnes in the same period last year, a rise of 46.3 per cent. There was also a comparable rise of 47 per cent in imports of frozen whole, gutted or headless fish of all species, up from 4,142 tonnes to 6,090 tonnes.

While imports of cod are doing the worst damage, haddock imports, for instance, increased by 100%, hake by 300 per cent and coley by 810 per cent.



omptions are oysters, mussels and other shellfish "likely to be consumed raw". These shellfish are already certificated under an earlier decree.

The matter has now been taken up with MAFF by the White Fish Authority, Producer Organisations and the Federation of British Port Wholesaler Fish Merchants' Associations. "The regulations are now under active consideration," says MAFF.

France has been under pressure at EEC level to withdraw the regulations and separate representations have been made by the British Embassy in Paris.

Other EEC countries are reported to be angry with the move by France which undermines the Common Market constitution. Denmark raised the matter at the Council of Ministers on June 6.

To be certified acceptable for the French market, fish will have to be free of additives and undergo a bacteriological examination. It is also stipulated that fish will have to be caught, handled and despatched according to regulations in France.

Certificates will have to be completed in both French and English.

The problems arise when exporters take advantage of a ferry route to St. Malo just started.

Findus opens big depot

FINDUS has opened a new fish and frozen food distribution depot to serve the north-east.

Located in a three-acre site at Hebburn, Tyne and Wear, the £500,000 depot replaces existing facilities at Stockton and Blaydon and is capable of handling 21,000 tonnes of products a year.

It will be operated by Alpine Refrigerated Deliveries—the distribution company jointly-owned by Findus and Lyons Maid, and the two parent companies will share the depot's facilities, including 150,000 cu. ft. cold store.

The depot will cover a sales area from Holy Island in the north, to Whitby in the south and Hexham in the west.

It can handle up to 17 trucker-loads of frozen food a week and has a fleet of 20 shop delivery vehicles.

Findus sales and marketing director, said: "Tyne-side has been a particular success story for Findus. Last year we increased our volume sales by 17%, which put a tremendous strain on existing depot facilities."

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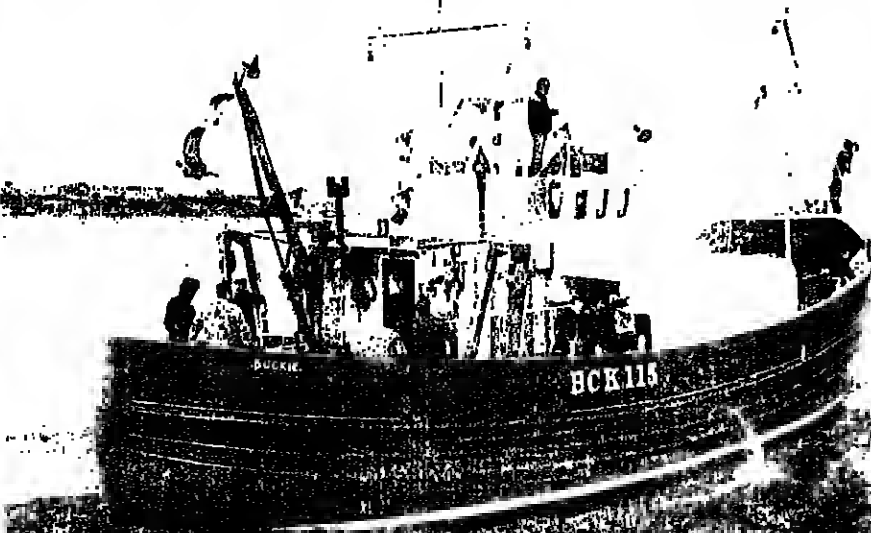


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HARRIET GOES TO CHARITY

FLEETWOOD'S oldest fishing vessel, the former smack *Harriet*, is soon to leave the port for the last time.

She has been purchased by a group called Combined Action Now, a charity which intends to use the vessel as a holiday home for disabled children. *Harriet* will be a permanent on dry land.

She was built at Fleetwood in 1893 as a sailing smack. During the latter part of her career she was skipper-owned by George Fletcher, who successfully worked her on the Irish Sea grounds.

When Skipper Fletcher retired from the sea the vessel was purchased by a Fleetwood civil servant, Eric Ashton, who hoped to re-fit her as a ketch and use her for cruises for young people.

But Mr. Ashton eventually sold her to Combined Action Now. At the moment the search is on for a site for *Harriet* somewhere in the north west.

THE Buckle salmon-netter *Aspire* is seen leaving the Bonhill port of Macduff for sea trials earlier this month. Built and built out by Macduff Boatbuilding and Engineering Co., this 70ft and 50-ton vessel is powered by a Kelvin TASC 8 425 hp engine, giving 104 knots at 1,200 rpm. After a short 'shakedown' trip, *Aspire* will join the Polaroid fleet. She is skippered by part-owner Malcolm, with part-owner Allan Philip as mate, while the other owner is M.D.M. of Buckle. This is the first venture with a boat built for him and Allan Philip, who met while doing their skippers' tickets.

Rosenborg takes back Hull record

ON MONDAY Boston Deep Sea Fisheries' *Rosenborg* (Skipper Vagn Dam) regained the Hull seolner trip grossing record by making £10,934.36 for 486 kils caught on a 12-day trip.

Earlier in June *Rosenborg* was the first Hull seolner to reach a five-figure landing by making £10,000.94 for 417 kils after a 17-day trip, but this local record lasted only two days.

Then *Visborg* (Skipper V. Jensen) snatched away the record with a £10,170.43 grossing which *Rosenborg* has just beaten by £764.

Other seolners landing at Hull on Monday were *Vikingborg* (Skipper N. P. Jensen), whose nine-day trip made £736.67 for 303 kils, and the Danish vessel *Anders Dohl*. She grossed £2,000.38 for 337 kils.

Average price per kil for the three seolners' catches were: *Rosenborg* £22.40, *Vikingborg* £24.36, and *Dahl* £23.98.

Hull also had two water trawler landings on Monday. *Arctic Comet* (Skipper L. Rouse) landed 145 kils, while *BURY* (Skipper L. Berry), back from a Canoveral (Skipper L. Berry), back from a White Sea trip with a gross of £17,477.

FISH HANDLING - processing and marketing

Good skin-on fillet from blue whiting

and Torry Research Station, has been pressing on with the development of a blue whiting fishery for human consumption — often in the face of adverse publicity from potential processors and getting noticeably little encouragement from those concerned with the major market.

There is a danger now that the consumer and even machinery developers will be discouraged.

The days of cheap cod are numbered. It is time for everybody to reconsider the publicity given to fish generally and to the positive. If reference is made to blue whiting during these early days, it should be to create interest in its assets and potential, and support the extensive programme of development being carried out with the use of public and private funds to give the consumer a worthwhile alternative and our trawlermen and associated industries continued work.

The results of the blue whiting spring fishery exercise managed by the WFA in Stormway were encouraging. They were by no means conclusive — that was not to be expected.

The main objective was to test the feasibility of landing blue whiting in fresh condition at a port close to the fishing grounds, processing it for human consumption and supply processors and friers with frozen fillets for trial work and marketing.

This included essentially a programme of machine trials, especially grading and filleting and the effect of chilling on the performance of the machines.

It has been confirmed that the resource is substantial and workable, and that the inherent quality of the fish is

considerable quantities. We have more to learn about the migration and biology of the species.

It is a matter of concern that the fish are small (25-32cm) and, in many cases, lean. They seem to be starved and examination shows many with empty guts.

Perhaps the resource needs extensive fishing to reduce the population and get better growth. This could have a major effect on the economics by reducing handling and processing costs.

It is interesting to note that samples of fish of the same species *Micromesistius poutosou* (or a very similar species referred to as *Micromesistius australis*) from the Southern Hemisphere averaged 38cm in length, were of more uniform and fuller girth and had a weight/length ratio very significantly higher than our Atlantic fish. Further biological work on our resource may throw more light on this important aspect.

Nevertheless, filleting yields were quite good although not to be compared with those from larger, traditional species. Skin-on block fillet yields of 42 per cent by hand and even 37 per cent by machine, were at-

least a promising resource.

Next year, also, we should set up a larger scale operation to get a better understanding of the processing and be ready to provide the consumer (through the friers, frozen food industry and, perhaps, fresh outlets) work before the end of the decade.

Above all, we should maintain a positive approach.

The Highlands and Islands Board trawler *Habridaan* brings a catch of blue whiting aboard for the White Fish Authority/Torry trials.

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FISH HANDLING, processing and marketing

FISH HANDLING, processing and marketing

No protection for processors in the EEC

OVER THE past five years Holland has become a fast-growing market for British fish. In 1970, exports from Britain into Holland were running at a little over £1m; by the end of last year this figure had risen to almost £5m.

The market in Holland is wide, taking in almost every kind of fish and, with the back-up of an advanced processing industry, turns even the most lowly species into an attractive product. Much of the fish pouring into Holland is prepared for onward shipment to markets in Germany, France, Italy and Eastern European countries.

The present depressed state of the Dutch fishing fleet is certain to create more scope in future for imported supplies and, last month, the White Fish Authority organised a successful selling mission for British merchants and processors aimed at further strengthening trading links between the two countries.

The tour, which took in the major fishing ports and the shellfish industry based at Yerseke, in Southern Holland, was led by the WFA's assistant trade officer, Richard Murray, who had previously organised similar trips to Germany and France.

Fish traders from the north of Scotland to North Wales were in the party, which included: Alec Main (Marine Fisheries, Aberdeen); John Cowie (McBay Bros, Aberdeen); Jack Marshall (J. M. Marshall, Eyemouth); Victor Chambers (Kilhorne Seafoods Ltd., Northern

Ireland); Sans Unklas and Roosa Osbourne (W. S. Unklas (Seafoods) Ltd., Glasgow); Michael Croan (R. Croan & Son, Edinburgh); Joop van Ooyen, Associated Fisheries, Rotterdam; David McCreadie (McCreadie & Teck Ltd., Port Dinorwic, Wales); Andrew Wilson (A. J. F. Wilson, Anglesey, Wales); Richard Coulbeck (R. Coulbeck, Grimsby); George Jack, J.C. & J. Jack, Fraserburgh) and John Ramuz (Young's Seafoods).

Although many of the British team were already heavily involved in trading with Holland and had been inspired to go on the visit to make sure that nobody else was in on their territory, it was generally agreed that, as a result of the visit, a lot of new business had been set up.

For those who looked beyond the cigar smoke surrounding the business discussions, visits to the major ports of IJmuiden and Schiedamschen revealed the appalling depressed state of Dutch fishing.

Declining catches of North Sea sole, herring and plaice, coupled with the high rise in fuel prices, had stranded many of the big side trawlers which were not expected to go back to sea again.

This situation was particularly underlined at Schiedamschen where the multi-million pound fish market — one of the most modern in Europe — contrasted with the rows of rusting trawlers.

Despite the Government offering guaranteed bank loans for fishermen to buy fuel, this had not been enough to induce trawlermen to go back to sea.

As a result of the imposi-

tion of international fish quotas, the Dutch Government is now more realistically introducing an aid scheme aimed at sealing down the size of the fleet. Catching capacity will be reduced from 500 to 250 coastal boats plus a small trawler fleet.

It was no surprise to learn that the closing down of either IJmuiden or Schiedamschen was being seriously contemplated. The competing claims of these two ports makes the choice difficult. While massive sums of money were spent on modernising Schiedamschen, only 45 trawlers operate from the port and IJmuiden still remains the major trade centre.

With the Government losing money on these two big ports, there is a call to take them back into private ownership.

While the catching side of the industry has its problems, it became apparent at the discussions between the British merchants and the Dutch wholesalers that they shared a common grievance at the growing power of the producer organisations, which they claimed, left fish, traders and processors out on a limb.

One leading British processor said at a meeting in IJmuiden that, eventually, fishermen would want to take over, through the POs, all the market, processing and freezing of fish.

"This is a monopoly situation. With large sums of money invested in machinery and factories, processors were as much and, perhaps, more involved than fishermen," he added.

These sentiments were echoed by Mr. J. Rolfus of the Produktchap Voor VIs (a body similar to the WFA) who said that under the EEC set up the POs will get all the cake.

From the British side it was suggested that there should be EEC minimum prices for processed fish.

"Processors have invested in machinery along with the expansion of the fleet, but they have no protection. Processors are producers of fish. The broker side of the business has gone as more fish is being processed," it was stated.

Imports from non-EEC

countries were also a sore point in the discussions at IJmuiden. These countries, it was pointed out, could come in and undercut everybody. "There is no way that we can compete with Poland on the price of mackerel into France," said a Scottish processor.

A briefing on the import-export regulations for fish in Holland was given by Mr. Orebek, marketing director of the Produktchap. He explained the work of the Commodity Board which is unique in Europe and regulates the fishing industry in Holland.

The Council of the Commodity Board is comprised of 28 people — 14 employers and 14 members nominated by the trade unions. With full regulating powers, the big advantage of this system is that there are no long parliamentary delays before action can be taken. Regulations can come into force within two weeks.

Strict control of herring fishing has been achieved through the Commodity Board, which this year banned all fishing before May 19. A further meeting on the tour arranged with members of Zeevisgroothandel — the Dutch fish wholesalers organisation — attracted wholesalers from all over Holland.

Outlining their market requirements for imported fish, the Dutch representatives made it clear that they were looking for fresh supplies to be smoked and processed in Holland.

There is no demand on the Dutch market for kippers, or smoked cod and haddock. A lot of interest was shown in the importation of fresh and frozen dogfish. Dog-flaps are re-exported on to Germany where there is a big market.

The Dutch are also big buyers of British mackerel and herring. A lot of this fish is now bought direct, since the Dutch say they were not satisfied with the handling of the fish.

Continuity of supplies, even at the expense of lower volume, was constantly stressed by the Dutch. This

Representative at the meeting in IJmuiden listen to a point being made by Jack Marshall of Eyemouth.

HARRY BARRETT reports on a five-day mission to Holland for British fish traders organised last month by the White Fish Authority. Apart from establishing new business contacts, those on the tour also found time to air their views in some light talking discussions with the Dutch on their home ground.

led Jack Marshall, of Eyemouth, to give a lucid explanation of the role of the Herring Buyers' Association, which has been working closely with the Scottish herring men to regulate fishing.

An extension of the Herring Buyers' Association was being planned, revealed Mr. Marshall, to eventually cover all buyers of fish on the British market. And this could mean the Dutch having to become members before coming in to buy direct.

Direct buying in the UK market also led to a claim that Dutch lorry drivers were overloading and putting British herring exporters at an unfair disadvantage.

With the regulations limiting loads to 16-tons, Dutch juggernauts were taking as much as 20-tons a time, it was claimed.

Although some of the lorry drivers were being picked up at the customs, the token £100 fine was not acting as a deterrent. The profit on the extra four-tons far outweighed the risk of a fine, it was said.

The regulations which insist on a change of driver were also being ignored by the Dutch, it was stated.

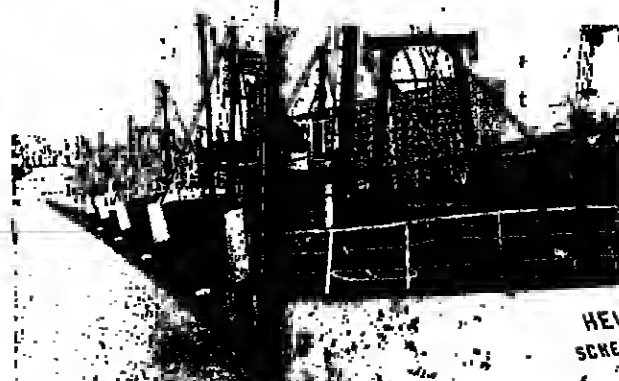
If nothing is done to curb these practices, the Dutch were warned that the Herring Buyers' Association would take action and force controls on the drivers.

One of the highlights of the WFA tour was the opportunity for a close link at the Dutch processing industry. Visits were arranged to two major processors: Ouwehand's Rederij on Vijverwarking B.V. at Kutwijk, and Schilder and Zoon in Volendam.

Ouwehand's factory, which employs around 500 people, is already well known in the UK, especially Scotland, where it has had strong links with Cloben. Although many types of fish are handled under the most impressive conditions, main production centres around herring.

This fish is both marinated and smoked. The smoked product is a kipper alternative known as bokking. No salt or dye is used in preparing bokking from hard cured herring, and colour is achieved by heavy smoking — the

continued on page 20



Above: A row of Dutch fishing boats moored at a quay, reflecting the depressed state of the Dutch fishing industry.



Above: Vacuum mackerel at Ouwehand plant. Mr. J. Rolfus, Produktchap, hand to make a John Cowie, Bros., Aberdeen, and Joop van Ooyen, Associated Fisheries, Rotterdam, Ramuz, left, Huil of IJmuiden.

FOCUS ON FISH INTO BILLINGSGATE Non-return boxes just keep on going...

WHAT is good quality fish? Anyone having the remotest connection with the fish trade will hold very firm and often widely differing views.

These opinions will frequently be influenced by whether they are buying or selling.

All will agree, however, that fish was better in "the old days". This was the mythical time as when all June was blazing, all Christmases were white and England had batmen who could really keep those colonial in their place.

Perhaps a little research at the weather office and in Wisden would cast some doubts on the viability of the latter contentions but, regrettably, very few people keep records of long-term statistics on fish.

One exception is the Fishmongers' Company, which through its inspectors and fish meters control the quality of fish in Billingsgate.

An ancient charter, granted in 1604, requires the Fishmongers' Company to ensure that fish within the City of London is "fit for the food of man's body". Not only has it been doing so ever since, but it has also been keeping records about it.

In the argument about quality, probably the most significant data compares the total weight of fish delivered at Billingsgate with the amount condemned as unfit.

When we come to examine the figures, a quite remarkable consistency can be found for many years.

In the 1890s the inspector was reporting that fish condemned expressed as a percentage of the total arrivals, was in the region of 0.3 per cent — that is between 6 and 7 lb. condemned for every ton received.

Apart from steep jumps in the graph immediately following the two World Wars, that situation appears to have continued until just a few years ago.

Indeed, the average percentage for the years 1966 to 1969 was 0.35, but from that date until the present time there has been a distinct change. The average over the last six years has fallen to 0.26, in spite of the 1975 summer heat.

What then is the explanation for this very satisfactory decline? Have we must turn from figures to speculation.

In the past Billingsgate was doubtlessly used by coastal merchants to handle their over-bought supplies. It was always worthwhile to send that extra 100 boxes down to London to be sold on commission rather than see it go to the fish meal factory.

This situation was even more pronounced in the days before minimum landing prices were fixed. And it all depended on the fact that retail prices were ridiculously cheap.

Given an enthusiastic salesman and a virtual second market later in the day, when the stall holders and door-to-door peddlers were happy to pick up a cheap lot of fish and, with a little luck, would make more profit than you could make from the fish.

Such trade is no longer viable as minimum prices at

auction removed the excess of cheap fish. Freight, boxes and even the fish itself must in price that the speculation is not worth the risk.

Nor are the peddlers of poor quality fish any longer in evidence. Therefore, the large quantities of dubious fish forwarded on commission, and the source of many tons of condemnations, are no more a feature at the end of Billingsgate's working day.

Incidentally, is the shortening of that day a cause or an effect? Do people work shorter hours because there is less fish to sell or buyers to sell to, or do shorter working hours discourage the buyer who used to look for bargains, clearing up after the first market was over?

At the time the Fleck Committee was considering the fishing industry in 1961, the Fishmongers' Company, in preparing its evidence, extracted some figures on the source of the fish condemned by its officers. It compared these figures with the total arrivals from those areas.

One fact was made very clear: the highest percentage of condemnations were of fish sent from Ireland. While the records did not differentiate between Northern Ireland and Eire, it was thought that the principal offender was the Republic.

Irish fishermen had long been accused of packing fish with shovels, putting 4 ft long salmon in 3 ft boxes and considering ice suitable only for Americans to drink with whiskey.

Many of these complaints seemed justified and, no doubt, reports of such mis-handling found their way back to Dublin. This influenced the Irish Government in its establishment of the Irish Sea Fisheries Board (BIM).

There also seems little doubt that that board, by its educational programme and financial encouragement for improving the handling of fish, has raised the quality standards in Ireland beyond all recognition.

No longer do open trays of Irish mackerel travel unficed over the weekend, to be condemned on arrival at Billingsgate. In all probability, if a study was made now, Irish fish would show a quality level comparable with that from any other source.

Twenty years ago the biggest suppliers of fish to Billingsgate were Aberdeen, Hull, Grimsby and Fleetwood. These ports dominated the market and their main competitors were exporters of fresh fish from the Continent.

UK inshore ports provided sporadic, undependable and seasonal supplies. Between them and now, many factors have served to alter this pattern of arrivals.

The inter-related decisions to reduce rail services and the development of road services by the major companies and merchants' negotiations brought direct delivery to many fishmongers who had previously depended on the inland wholesale market. The rising demand of the

processing factories, which must have their daily supplies of raw material, drained away the supplies which would have come south.

Nor were the catches from these ports able to increase supplies, particularly as restrictions by foreign countries limited the area to be fished and international agreements set quotas.

While the tonnage passing through Billingsgate has halved in 20 years, the percentage of distant and middle distant fish has dropped even more dramatically. But the partial vacuum created by the reduction of the distant water fish has to some extent been filled by an increase in inshore supplies.

The extension of our territorial waters to up to 12 miles has served to encourage the individual fisherman and the co-operatives, both of which find a ready market for catches in Billingsgate.

Technology, whether in small boat design, or in providing small but viable ice plants, has followed the trend and higher prices for his catch has enabled the inshore fisherman to afford these aids to improved production.

A further factor in the encouragement of the inshore industry has been the increased demand, often by ethnic groups, for supplies of species which, while available close to hand, had previously been of little market value.

All in all, it would seem that Billingsgate has exchanged large supplies of distant water fish, often 10 or 12 days dead, for smaller, more specialised, supplies of fish which were swimming happily in the Channel or the Irish

Sea the previous day. The transportation of the inshore fish has necessarily been by road and here technology has played its part. The efficiency of insulation and the provision of chilling and refrigeration facilities, together with the reduced handling of fish by modern road transport, has resulted in a higher quality product.

It would be easy to fall into the trap of complacency and congratulate ourselves on how good we have been in reducing the percentage of condemned fish. However, there are still so many ways in which we could improve, not just on the percentage condemned, but on the overall quality of the fish we sell.

The non-returnable box was hailed as the greatest advance in the hygiene of fish distribution, but we find that one port's non-returnable box has become the normal container for fish from its smaller neighbour; usually without even the minimal cleansing routine afforded to the returnable variety.

Are tea chests into which crabs are packed by the hundredweight really the most suitable containers?

Turn to page 20

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FISH HANDLING, processing and marketing

product line



Lowestoft fish merchant, Bill Inman (right), gets the feel of the Thyne box and details from the firm's technical man, Mr. G. Leggett.

EXPANDED polystyrene fish boxes (EPS) were put on show at Lowestoft fish market recently by Nesa Point Fisheries in association with the manufacturer, William Thyne (Plastics) Ltd. of Penicuik, Scotland.

The demonstration was designed to show Lowestoft and Great Yarmouth merchants the advantages of polystyrene boxes over conventional wooden and cardboard containers.

About 2,600 of the company's B1 and B2 size boxes, along with its A2 (1-stone) containers for shellfish, were sold through Nesa Point Fisheries at the demonstration and, this week, William Thyne plans to carry out a questionnaire to gauge the reactions.

Smaller trials have been carried out in Scottish north-east ports and at Fleetwood, Hull and Grimsby, where the

with the boxes, as fish are transported south in lorries where the EPS containers, with their better insulation, help keep fish fresh and attractive. These containers, used widely on the Continent, are sold as one-offs and are said to give good resistance to water and water vapour; their strength and weight are unaffected by humidity; stackability is better and prices are highly competitive.

SLEEPER-CAB LORRY

YOUNG'S Seafoods Ltd., of Thorne, Doncaster, has provided five of its long distance drivers with new maximum weight (32-ton gross) sleeper-cab Leyland Merathon lorries.

This enables them to complete week-long nationwide factory to distribution point deliveries without delays in off-

loading or inconvenience to the driver.

Powered by turbo-charged, six-cylinder, Leyland TL-12 diesel engines, all five lorries are standard 11ft. 8in. wheelbase vehicles equipped with sleeper cabs and including optional push-button radios. The units will operate with existing refrigerated box trailers.

If all five Merathons were loaded to maximum with prawns — Young's speciality — there would be some 40,500,000 aboard!

RODENT ROUTER

HIRD-BROWN Instrumentation Ltd. has introduced a solid state electronic device which emits pulses of ultrasound sound to cause extreme pain to rats and mice.

Known as the Clearx Rodent Router, it is similar in appearance to a small intercom speaker and measures less than 8 in. in any dimension. It uses less power than a small night light.

The unit is installed by screwing onto a wall or ceiling, and plugging into the nearest power socket. The noise is inaudible to the human ear.

For further information contact Hird-Brown Instrumentation Ltd., Lever Street, Bolton, BL3 8BJ (tel: Bolton 27311).

PRE-FILL WASHER

TWO types of empty can washers for the food industry are being produced by MetaMatic, the container handling division of Metel Box Ltd.

The washers are for removing dust and foreign bodies which may enter a can during transit or storage.

A gravity can washer, and a horizontal powered washer, are the two types in production and both can have hot or cold water recirculation equipment incorporated.

Further details from MetaMatic, PO Box 3, Worcester.

ICE FIRM'S UK AGENT

IT IS often apparent to members of the UK fish trade who go aboard Dutch and Danish, as well as other foreign vessels, that their fish is maintained to a very high standard.

This is due to the fact that the vessels have the following additional equipment:

A. An on-board ice making

plant producing high-quality flake ice which gives a better layer over the fish and, also, does not mark it.

B. Some modern refrigeration coils in the ceiling of the fish hold which slow down the process of fish decomposition.

Morep Ltd. of Luddenden, near Halifax, has now been made sole UK distributor for ice equipment from Promos of Holland.

As the firm also has arrangements for supplying machinery, it is now possible for all skippers and tender owners to contact Morep direct — even at the planning stage of new vessels or when modernising existing vessels — to discuss the full question of ice making plants, also refrigerated holds and chilled sea water tanks.

PRESSURE CLEANER

POWERWASH high-pressure water jet equipment from the Industrial Division of Kleanaze Ltd. is suitable for box washing and other fish applications.

Powerwash, introduced within the last 12 months, is designed to give continual cleaning power. Units can be run on a 24-hour basis, if needed. Machines weigh only 100 lb. to aid mobility.

Standard versions are available for pressures up to 800 lb. per sq. in. and other specifications can be made to order.

Design features include a pump to take hot water up to 71 deg. C. Standard equipment on each machine includes a variable injection system for introducing chemicals into the water flow.

Safety features include an over-ride valve to reduce the pressure of recirculating water, so that the pump can run indefinitely without the water overheating when the trigger gun is not in use.

Each Powerwash unit comes with a guarantee to repair or replace a faulty machine within 72 hours.

There is a wide range of accessories, such as water-driven brushes, nozzles for long pipe interiors, various nozzles and extension lances. Alternative power sources include diesel, compressed air and petrol.

A contract maintenance service is offered and can also supply the full range of chemicals and protective clothing.

Powerwash high-pressure water jetting equipment.



company profile

AN ABERDEEN firm founded only four years ago is now probably the UK's most comprehensive and successful manufacturer of processing and mechanical handling equipment for the fishing industry.

A recently-announced £300,000 order for fish thawing plants for Cuba marks a further step forward for Intel Engineers, which is now a major exporter in addition to catering for the home market.

Intel prides itself on being able to design, manufacture and install very specialised equipment for handling any species of fish, and for use in different processing methods, anywhere in the world.

Last year the firm sent a complete plant to Trinidad for unloading a very varied local catch, which included flying fish and croaker.

This month plant will be leaving the company's premises for the People's Republic of Yeuven.

Intel Engineers is the engineering division of Abarglen Holdings Ltd., which was founded in 1965 as North East Glassfibre Works Ltd. by James S. (Jim) Milne, then a 24-year-old Aberdeen engineering draughtsman.

For three years Jim Milne studied the manufacture and marketing of GRP products with leading firms in Britain and Europe. Then, in 1968, his company started production with one employee.

It has now developed into a group of eight trading companies organised into five divisions: glassfibre, construction, electronics, engineering and marine. The workforce is some 680-strong and the annual turnover around £81 m.

Today Jim Milne is owner, chairman and managing director of the Abarglen group. He has with him a team of designers, engineers, technologists and craftsmen who are concerned to give the customer the best service.

Intel Engineers was founded in 1972 and expanded so rapidly that, within a year, it was operating in custom-built premises with 32,000 sq. ft. of design and production space. Further expansion is about to begin.

Some of the first products from the firm were finning, washing and polyphosphating machines but, today, it can offer complete fish processing and handling lines. Together with its associate companies it could also build fish factories.

Stainless steel and other hygienic, corrosion-resistant materials are extensively used in Intel's products and the firm is the leading designer of a number of specialised pieces of equipment.

One of these is the continuous de-frosting machine, of which four have been ordered by Cuba.

This is an automatic in-line, warm water unit incorporating, on a continuous conveyor principle, specially designed baskets.

The frozen blocks of fish are fed into the baskets as they move at a slow speed past the feed point. They

FISH-SKINNER ON FISH FACTORY-ON DEMAND



Three men behind Intel, part of Abarglen Holdings, are: the Chairman James S. (Jim) Milne (top), Brian Cryle, (left) and Bill Rath, the firm's manager.

enter the machine and the specially-designed doors on each basket are automatically closed.

En route through the top track of the machine, the frozen blocks are partly thawed by a spray of warm water delivered over and around the blocks.

On the return journey, thawing is completed by further spraying. Automatic discharge is arranged onto the

process conveyor system and the basket is now ready to receive its next frozen block.

A feature of this thawing method is that the machine is operated by one person and the fish is only handled once.

Efficient heating, water circulation, filtration and pumping systems are incorporated into the machine while the electrical side is well protected and confined to motors and starters. Clean-

ing and draining is through large bottom-opening doors.

Intel has also specialised in the design and manufacture of scampi processing equipment. Much of this is in use in the UK.

The Torry scampi peeler was originally designed by the Torry Research Station of the Ministry of Agriculture, Fisheries and Food. It was subsequently developed and manufactured under licence

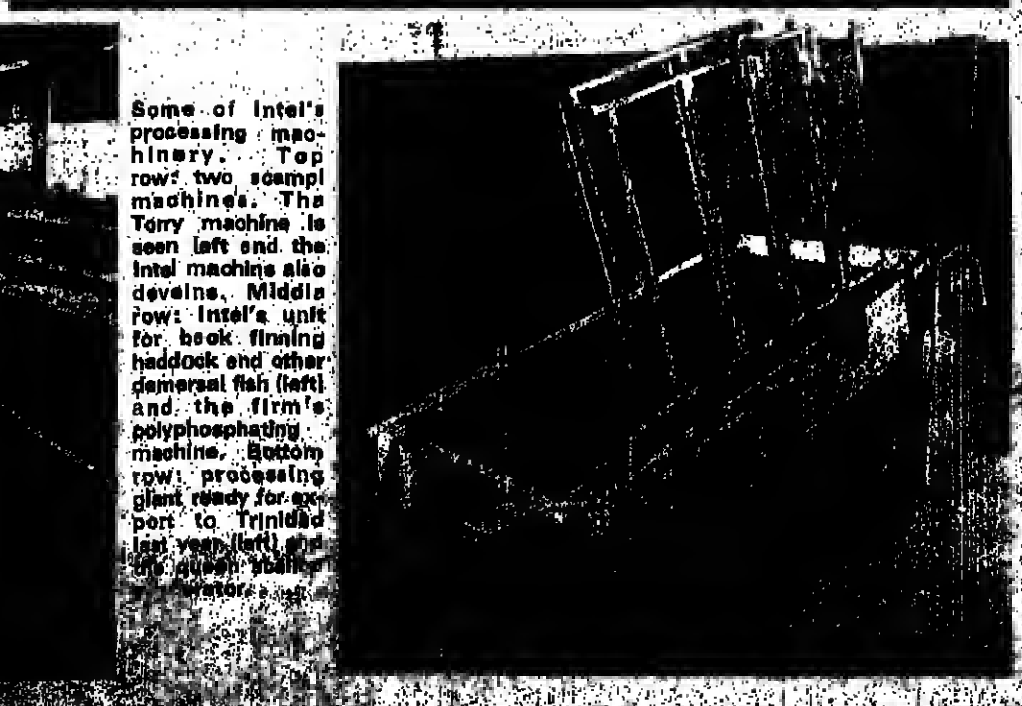
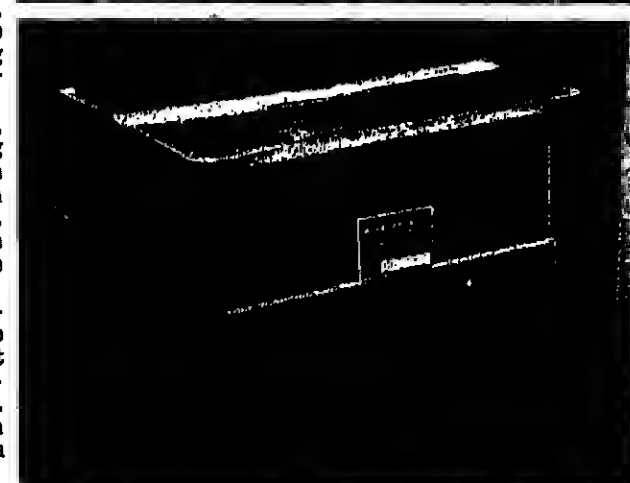
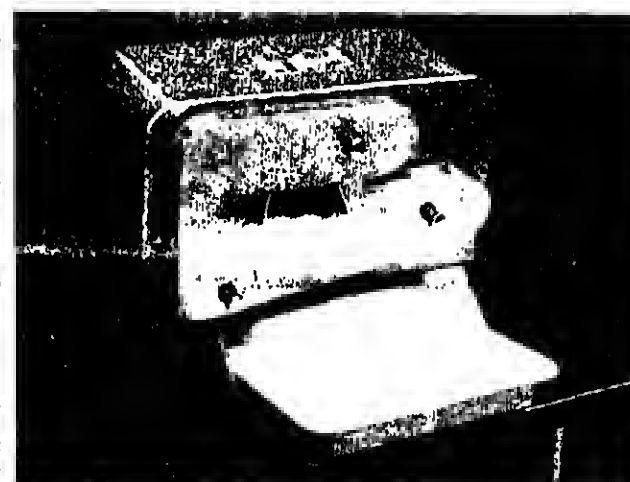
by Intel Engineers.

It is a simply-operated machine ideal for smaller fish, and those with broken shells which are difficult to peel by hand.

Up to 20 Kg can be handled an hour. Deveining is by hand after peeling.

The Torry scampi peeler is ideal for poorer grades of shellfish intended for further processing, such as breeding or moulding, and is made of non-corrosive materials; it weighs only 68 lb.

Turn to page 14



Some of Intel's processing machinery. Top row: two scampi machines. The Torry machine is seen left and the Intel machine also develops. Middle row: Intel's unit for back finning haddock and other demersal fish (left) and the firm's polyphosphating machine. Bottom row: processing plant ready for export to Trinidad (top left) and the scampi peeler.

Gutting

some like it this way....



....But

the expert knows that fish gutted mechanically in combination with a throat cut are better in many respects. By means of the throat cut all main blood-vessels are cut, good bleeding is obtained, the fish meat gets a whiter colour. The throat cut detaches the collar bones from the head; that is the basis for optimum meat saving heading machines and for filleting machines with highest yield. By means of the throat cut the entrails are separated from the body at the gullet, which leads to a clean gutting result. During the gutting procedure the entrails are only ejected, but not disintegrated. The belly cavity is exposed for thorough washing, and the fish keeps better in storage. BAADER has a full programme of high-capacity and compact gutting machines (optionally equipped with different heading systems).

BAADER 166 up to 2,400 fishes/h of 30-70 cms total length
BAADER 162 up to 1,680 fishes/h of 50-90 cms total length

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FISH HANDLING, processing and marketing



Intel Engineers' premises at Greenbank Place, Aberdeen.

From page 13

Another very popular unit is the Intel scampi peeler and deveiner for handling fish with hard end unbroken shells. The machine can easily be used by an unskilled operator and gives high yields of about 75 per cent of well-shaped meat.

Water jets remove the meat from the shells and it will also de-vein and peel smaller fish in one operation.

Intel has developed an automatic queen scallop processing line.

The shellfish are fed into a bulk washing machine, from where they are conveyed through a hot water opener and then on to a vibrator which separates meat from shells.

From here meats are automatically conveyed through a brine flotation separator, which removes remaining particles of shell and sand.

Another conveyor carries the meat to an eviscerator for removing the viscera from the edible meat, which is then ready for inspection, packing and freezing.

The complete process takes about five minutes and the line can be manufactured to process any required weight. These are just some of the

specialised fish processing machines produced by Intel. The firm is also UK and Irish agent for Steen skinning machines and Varlet machinery, including de-heading and filleting machines and salmon slicing machines.

The Steen skinning machine has become very popular and is easy to operate.

With the home market somewhat depressed at present, the firm is undertaking a huge export drive. Recently won export orders have come from South America, the Middle East and Ireland.

With the rapid development of the fishing industry in other countries, big overseas contracts are ending. Enquiries have come in from as far away as Australia and New Zealand.

Manager of Intel, Bill Reith, and sales manager, Brian Cryle, have travelled thousands of miles to secure contracts.

Chairman, Jim Milne, told *Fishing News* that Intel is able to design and manufacture almost anything for fish processing and is constantly engaged in development to produce a quality product. It is also becoming a turn key contractor for large projects.

Money in meal plants

THE SUBJECT of industrial fishing is always a controversial one. Although many UK fishermen regard working for the meal plant with disdain, there are also those who will readily admit that, in difficult times, fish meal and oil factories have kept them in business.

Arguments about industrial fishing usually rage around the question of conservation. The finger is pointed at giant foreign fleets which "hoover" their way across the fishing grounds to feed the gaping maw of the meal plant.

A case for the expansion of UK meal and oil production, without harming present supplies of fish, has been put forward in a paper recently published by the Association of Fish Meal Manufacturers.

This document, entitled *The production of fish meal and oil — an essential part of a UK fisheries policy*, sets out the background to the fish meal industry and points out possible areas of expansion.

As the largest fishing nation in the EEC with a fleet capable of working an industrial fishery on a properly managed basis, "the case for the type of fishing cannot be denied", says the association.

National management of our fisheries, which would include carefully regulated fishing for meal and oil, could improve the viability of the fishing industry and lead to more home-produced food for the UK — both directly as fish and indirectly as animal protein.

With imports of fish meal and oil now running at around £80m, there could be

a big national saving by increasing home production.

Fish meal and oil production in the UK has levelled off at around 85,000 tons a year and fish oil at 10,000 tons. Almost all the production is sold within the UK and, contrary to popular belief, it is pointed out that fish meal is no longer used as a fertiliser.

Protein

Although fish meal is used for animal feed, it is noted that processes will be developed which will lead to new types of protein products for human consumption.

The extension of UK fishing limits is seen as an important factor in the development of industrial fishing. Stocks of sprats, sandeel, mackerel, blue whiting and pout — all previously heavily fished by foreign boats within this new area — could provide a big stimulus to the British fleet and the fish meal and oil processing plants.

In an examination of the species available for industrial fishing, herring is discounted for reasons of its value as a food.

Even with a substantial increase in sprats for human consumption, there still exists a big potential for industrial fishing from the Moray Firth down to Brighton.

The North Sea sprat catch has risen from 100,000 tons in 1966 to 282,000 tons in 1974. Out of this total, the Dnnes took 168,000 tons, while the UK landed 81,000 tons. There are, it is claimed, relatively unfished stocks off the west coast of Scotland.

With Norway taking 80 per cent of the landings of mackerel in the north-east Atlantic, great scope is seen for the UK fleet on these stocks — especially as there is no anticipated increase in this fish for human consumption.

As a non-edible fish, Norway pout has been the subject of big industrial fishing in the North Sea.

Making a living from sandeels is the Norwegian trawler *Gudmandur*, seen landing at Grimsby. Wider limits could attract more UK boats to fish for the meal plants.



which has seen the catch rise from 180,000 tons to 845,000 tons between the years 1967 and 1974.

Although a controversy surrounds the pout stock, since little attention has been paid to net mesh sizes and to the by-catch of other species, even on a strictly controlled basis this presents a viable industrial fishery for the UK.

Another stock seen as providing a big expansion of industrial fishing is the sandeel; also attractive is the vast potential of blue whiting.

Initial

Although development is taking place to bring blue whiting ashore as a food fish (see page nine), it is believed that its big initial development could be for the meal and oil plants.

The non-utilisation of trash fish by UK fishermen is seen as a wasteful practice. Fish which appear live on deck after suffering in the trawl rarely survive when thrown back in the sea, it is claimed. With mesh regulations adhered to, a properly managed fishery cannot harm the stocks if relatively small quantities of immature fish are landed.

The Production of fish meal and oil — an essential part of UK fisheries policy is available from: Association of Fish Meal Manufacturers, Havni House, Orchard Parade, Mutton Lane, Puttlers Bur, Herts, EN6 3AR.

Wear and tear 'proof' chafer...

"A FIRM in the south was advertising cod-end chafers a little while ago. Do you know what they are made of and whether they are good value for money?"

I suppose the chafers to which you refer were those advertised by Westcliffe Marine of Ramsgate.

If so, they are made from scrap hovercraft skirt material which is far more abrasion-resistant than any cowhide.

It consists of woven nylon cloth sandwiched between, and firmly bonded to, layers of a neoprene/rubber composition.

The nylon makes the material highly tear-resistant and the neoprene/rubber makes it highly wear-resistant.

Westcliffe Marine first experimented with it for protecting the cod-ends of its own trawlers when they were working rough ground off the Thames Estuary.

It proved so effective that other local trawlers fitted this

type of chafer, so the firm decided to find out whether there might be a market for them among trawler companies.

Chafers were supplied for test purposes to several companies and reports on them were favourable.

Co-ops

The chafers are now used in Boaton Deep Sea and Colne trawlers working out of Lowestoft; Consolidated Fisheries and Robinson trawlers out of Grimsby; Marr and Hamling trawlers out of Hull; Boston and Hewett trawlers out of Fleetwood; and Norrad and Jomea trawlers out of Milford Haven.

Over twenty companies and fishermen's co-operatives are now being supplied with them and they are used in every size of trawler from small inshore boats to large stern trawlers.

Most popular sizes are 4 ft. x 3 ft. and 4 ft. x 3 ft. for use on small trawls and 7 ft. x 4 ft. and 7 ft. x 5 ft. for use on

Wire rope protector

"IS THERE any way of protecting the lower parts of wire stays or shrouds from rusting except by aerating them?"

"I don't like serving them as I have a feeling that salt water may seep down inside the strands and cause corrosion which, being out of sight, is likely to be out of mind as well."

The modern way of dealing with this problem is to eliminate it altogether by not using wire for standing rigging but use plastic impregnated wire rope which will never rust or corrode.

The ideal type of standing rigging today is plastic-sheathed Kevlar synthetic rope which, size for size, is as strong as wire rope, far lighter and will never corrode.

But Kevlar, at present, is so expensive that it would be uneconomical to use it in a fishing boat.

Although not so highly priced, the same is probably true of Parafil — parallel filaments of Terylene in an alkathene sheath — and Norselay — rope made of wires individually impregnated with waterproof plastic.

As a cross-section of Norselay consists of a solid section of wire and plastic, it is impossible for water or corrosive elements to penetrate and travel along a wire even if the outer plastic covering is cut or abraded.

As well as being non-corrosive and lighter than steel wire rope, Kevlar, Parafil and Norselay — all of

which have a smooth, plastic surface — are less prone to become covered with ice.

They possess an additional advantage for use in boats working in high latitudes.

But since your boat is fitted with wire shrouds, you are not likely to want to go to the expense of replacing them.

One way of protecting their lower parts, without serving them, is to spray them with a composition called Rocol Wire Rope Spray. This is a lubricant designed to penetrate between the strands and to protect them from corrosion, even in the most arduous conditions.

Spray

Rocol comes in aerosol containers and can be used at high or low temperatures. It penetrates deeply into strands, adheres strongly to their surfaces and prevents ingress of water.

It's a dirty brown-black colour, but the film it forms prevents adhesion of dirt incorporating, possibly, corrosive elements. After a rope has been sprayed, it may look dirty but is, in fact, clean and likely to remain so.

Personally I use it not only on wire, but on rigging screws and all sorts of other exposed metal surfaces which are liable to rust. Being in an aerosol container, it is easy as well as effective for use on semi-inaccessible surfaces.

It is obtainable in 18 oz. aerosols from Rocol Ltd., Rocol House, Swillington, Leeds.

John Burgess' Log



Catalogue

I guess from the other queries in your letter that you are fitting out a new boat or refitting an existing one. If so, I think it would probably pay you to get a copy of the 11th edition of Davey's catalogue when you ask for prices of the Doric stove with or without boiler.

It contains particulars and illustrations of all sorts of other items of equipment you are likely to need now or later.

WOOD STOVE

"IS IT still possible to get a stove which will burn wood and ordinary coal for both cooking and heating?"

"Most of the chendlers I have asked can only supply stoves designed to burn anthracite or coke on which

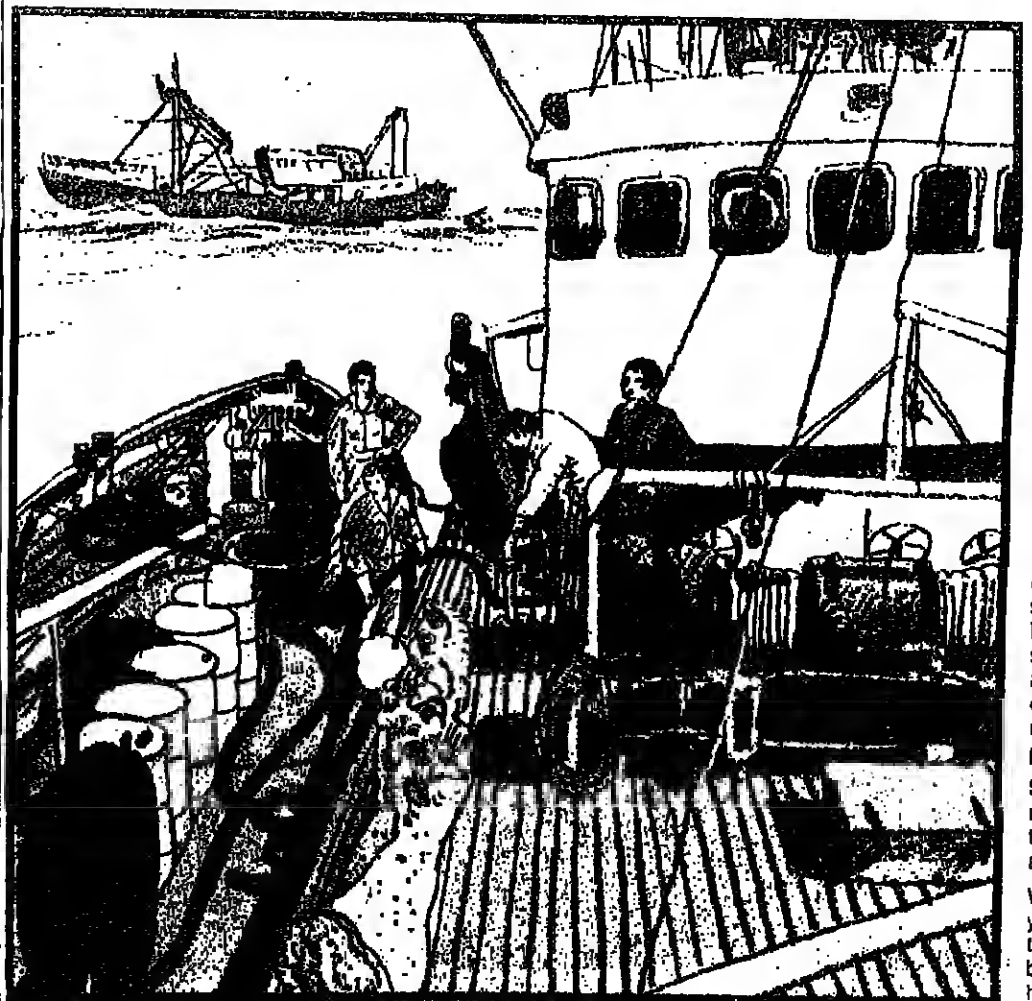
you can't cook."

A stove which might suit you is obtainable from Davey and Co. Ltd., 88 West India Dock Road, London E14 6JE. It is known as the Doric stove and will burn any type of solid fuel. It is 30 in. high, 30 in. wide

I was taken to task the other day for stating that a certain publication was available free when, in fact, its price was £2.

I have since referred to my manuscript and noted that I wrote: "It may be obtainable free". In this case I will say the same again and add the words "if you are a potentially valuable customer".

Who can prove you can cut fuel cost?



Records prove that the F240 diesel engines produced by SWD not only consistently consume less fuel than other diesels but less lubricating oil too. Typical figures are 155 g (+0.34 lbs) bhp hr for 100 and 160 g (+0.35 lbs) bhp hr for 100 bhp.

Furthermore, the F240 also cuts down expenses in other sectors, such as maintenance, for instance. Thanks to the simple solid construction and to the long life span of the components, long maintenance intervals are possible.

SWD engines are remarkably reliable and so compact that they take up a minimum amount of space.

Would you like to convince yourself personally of all these facts? That's fine, because SWD are in the habit of proving their claims, just as they are used to complying with relatively short delivery terms. Please, therefore, ask for proof and let SWD assist you in finding the best possible application of diesel engines for power and propulsion.

DR210 - 320 - 920 bhp
F240 - 820 - 1,500 bhp

SWD can and will be glad to do so.

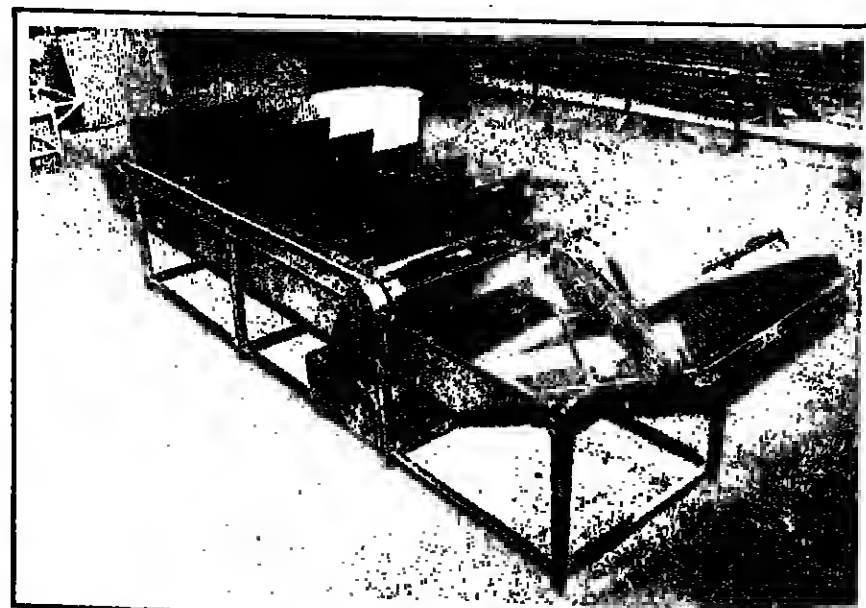
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Agents in UK and Eire for Steen skinning machines and Varlet filleting lines, salmon slicing machines etc.



The Engineering Division of

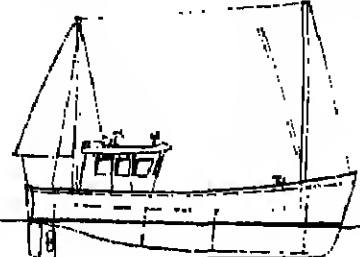
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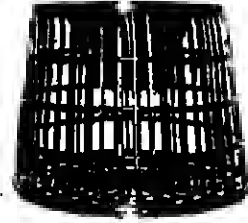
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COD WAR PACT SAVES 15 JOBS

FIFTEEN jobs at a Cornish shipyard have been saved as a direct result of the recent cod war settlement.

Work has begun at Hayla on breaking up the ex-Fleetwood trawler *Wyre Captain* — regarded as one of many now destined for the scrapyard.

The job is being done by a new company — Porthleven Marine and General Engineering — which has been formed with the joint aim of tapping the new market and keeping together the 56-strong workforce of Porthleven Shipyard (Cornwall) Ltd.

Bill Johnson, a director of both companies, said that 15 men would otherwise have been laid off within the next fortnight due to lack of work.

Mr. Johnson said the *Wyre Captain* job is very much a test case. If the site proves viable and public reaction is favourable, it is hoped to win similar work. Although the main aim is

retention of the present workforce, there is scope for expansion and creation of new jobs.

Mr. Johnson commented: "I would like to think that we can win our share of the trawlers which are going to be made available for dismantling."

"It's obvious that there are going to be vast changes in the fishing industry over the next few years. I would say that in

seven years' time the industry will in no way resemble its present state."

The recent cod war settlement, which runs until December 1, cut the number of British trawlers allowed to operate off Iceland to a daily average of 24 — about a quarter of the normal fleet.

The British Trawlers' Federation has predicted 1,500 fishermen would be put out of work.

NEW premises have been bought by Young Fishermen's Co-operative Society in County Cork. The society was formed in March 1972 and Paddy Daly is the manager.

west coast for the School of Marine Sciences attached to University College, Galway. A recommendation for the purchase of the vessel was made by the National Science Council, which will look after the administrative side of its operations, while Irish Shipping Ltd., the semi-State shipping company, will carry out servicing, maintenance and crewing. She will be used by the

RESEARCH VESSEL FOR EIRE

THE Irish Government has bought the 70ft. stern trawler *Lough Beltra* for marine research and development.

The vessel will go into operation immediately and two programmes are to be undertaken over the summer period.

She will be used for an important survey for the Geological Survey Office for charting purposes, off the east coast, and a survey off the

Fisheries Division of the Department of Agriculture and Fisheries when the first two programmes have been carried out and will then be modified, during the winter, to undertake a full research programme in 1977.

Two other vessels are to be bought for marine research in Ireland — a large vessel and what the Science Council described as "an intermediate one".

Council hit back over Minch ban

The secretary of the North Scottish Light Trawl Fishermen's Association, James Wilson, was sharply rebuffed at a public meeting in Skye, held by Skye and Lochalsh District Council, when he told the council it should not get involved in fish conservation.

A few weeks ago Coun. Lachlan MacTinnon received approval for a proposed three-month winter ban on Minch fishing and other conservation measures on the west coast.

He agreed, however, to suspend his motion when the district council decided to hold a

public meeting to get the views of fishermen and public.

This meeting, held last Saturday, was attended mainly by fishermen. It was presided over by Coun. MacTinnon who said: "Few of us know the problems faced by fishermen. We are told that fish stocks in all our seas are being diminished — what can be done? Conservation to one fisherman is not the same as to another."

"We, as a council, are here to learn from you. We have a large sea area around our coasts and we want to do what we can to help. We do not want to see our boats being sold, and our fishermen on the dole, because fish cannot be found."

Discuss

But James Wilson said: "It was not a province which the district council should take an active part in. He said that the matter had been discussed at great lengths in other quarters over the past two years and proposals were coming to fruition."

"After the outcome of the Law of the Sea Conference, it is hoped a new limit would be proposed on a par with Iceland," pointed out Mr. Wilson.

To applause, Mr. Wilson said: "It should be left to the fishermen themselves, through their associations, to deal with these matters."

To equal applause, Coun. MacTinnon replied: "It is up to us as elected representatives of the people of this area to decide what to do."

Scarborough reports record year

SCARBOROUGH'S fishing industry has had a record year, states the port's harbourmaster Captain Robert Wells.

Capt. Wells says that fish landings for the financial year, ending March 31, have amounted to £1,200,000 — £198,000 up on the previous record.

Landings have been regular and prices have been up, says Capt. Wells in his report to the harbour committee.

Some 34 keelboats and 21 colliers now operate out of Scarborough.

In the last three months fish worth £261,398 has been landed, compared with £143,733 in the same period last year.

NEW premises have been bought by Young Fishermen's Co-operative Society in County Cork. The society was formed in March 1972 and Paddy Daly is the manager.

Fisheries Division of the Department of Agriculture and Fisheries when the first two programmes have been carried out and will then be modified, during the winter, to undertake a full research programme in 1977.

Two other vessels are to be bought for marine research in Ireland — a large vessel and what the Science Council described as "an intermediate one".

Catches and Prices

GRIMSBY

£42,161: *Ross Renown*, BUT (Sk. B. McCall), 1928 kits, 1, 23 days.
£33,563: *Prince Phillip*, Boston (Sk. E. Grant), 1462 kits, 1, 24 days.
£26,704: *Aldershot*, Consolidated (Sk. A. Call), 1360 kits, 1, 22 days.

£26,036: *Huddersfield Town*, Consolidated (Sk. F. Kir-hy), 1386 kits, 1, 24 days.
£24,076: *Ross Revenge*, BUT (Sk. J. Meadows), 1108 kits, WS, 21 days.
£20,951: *Boston Boeing*, Boston (Sk. C. Newton), 912 kits, 1, 22 days.

£20,507: *Gillingham*, Consolidated (Sk. J. Loades), 1133 kits, WS, 23 days.
£17,251: *Boston Phantom*, Boston (Sk. T. Smith), 867 kits, 1, 22 days.
£16,666: *Ross Kelly*, BUT (Sk. B. Collett), 1023 kits, 1, 26 days.

Middle water

£19,072: *Ross Zebra*, BUT (Sk. R. Reeves), 1169 kits, W, 15 days.
£17,220: *Ross Jackal*, BUT (Sk. J. McCarthy), 933 kits, W, 14 days.

£16,196: *Okino*, Taylor (Sk. J. McUlrich), 926 kits, W, 17 days.
£16,170: *Ross Cougar*, BUT (Sk. J. Major), 878 kits, W, 13 days.

£15,196: *Ermo*, Taylor (Sk. G. Smith), 766 kits, F, 15 days.

North Sea

£6,297: *Lemberg*, Lindsey (Sk. H. Pexman), 228 kits, NS, 14 days.

Somers

£8,606: *Bekimoe*, Consolidated (Sk. A. Bojen), 338 kits, NS, 16 days.
£7,773: *Veralia*, Allard Hewson (Sk. E. Olesen), 319 kits, NS, 12 days.

£7,235: *Kesteven*, Sleight (Sk. J. Olesen), 304 kits, NS, 13 days.
£7,190: *Tonono*, Sleight (Sk. A. Lunde), 318 kits, NS, 11 days.

£6,873: *Olbek*, Richardson (Sk. C. Thomsen), 243 kits, NS, 17 days.

£6,781: *Anne Scott*, Allard Hawson (Sk. M. Dam), 308 kits, NS, 15 days.

Pair Teams

£13,687: *Margrethe Bojen*, (Sk. Jens Bojen), 641 kits and
£10,863: *Frances Bojen*, (Sk. J. Richardson), 517 kits, both John R., NS, 11 days.

£9,807: *Ann Charlotte*, (Sk. R. Collins), 479 kits and
£9,477: *Louise Skomager*, (Sk. Jorgen Bojen), 471 kits, both John R., NS, 12 days.

£10,310: *Golden Venture*, (Sk. P. Pulfrey), 514 kits, and
£8,806: *Skonderborg*, (Sk. P. Scott), 415 kits, both John R., NS, 12 days.

£8,662: *Ellen*, (Sk. A. Thinnessen), 392 kits, and
£7,450: *Melissa Louise*, (Sk. M. Clark), 329 kits, both Richardson, NS, 10 days.

£8,195: *Solveig Borum*, (Sk. D. Sherrieff), 366 kits, and
£7,152: *Ling Bnnk*, (Sk. D. Rose), both Sleight, NS, 10 days.

HULL

£44,261: *Ross Altair*, BUT (Sk. K. Nielson), 2,143 kits, 1, 19 days.
£38,366: *Benella*, Marr (Sk. R. Beamish), 1,889 kits, 1, 21 days.

£35,022: *St. Dominic*, Hamling (Sk. A. Jagger), 1,667 kits, WS, 22 days.
£33,933: *Kingston Pearl*, BUT (Sk. S. Morrell), 1,627 kits, 1, 20 days.

£33,299: *Somerset Maugham*, Newington (Sk. D. Taylor), 1,771 kits, 1, 26 days.

£30,843: *Arctic Vandal*, Boyd Line (Sk. C. Walker), 1,535 kits, 1, 22 days.

FLEETWOOD, Llandudno

£37,126: *Iruano*, Marr (Sk. A. G. Wignall), 1,895 kits, 24, 601.

£34,801: *Boston Blenheim*, Boston (Sk. R. Rawcliffe), 1,906 kits, 25 days.

£29,616: *Boston Explorer*, Boston (Sk. W. Anderson), 1,544 kits, 22 days.

£14,350: *Robert Hewett*, Hawett (Sk. M. Ward), 920 kits, 21 days.

Home water

£1,292: *Nauena*, Marr (Sk. T. Watson), 647 kits, 14 days.

£8,359: *Wyre Defence*, Wyre (Sk. G. Wright), 656 kits, 15 days.

£8,213: *Andrew Wilson*, Hazal (Sk. F. Thompson), 369 kits, 14 days.

Near water

£4,777: *Rosamonda*, Ward, 152 kits, 12 days.

£3,017: *Resilience*, Ward, 98 kits, 13 days.

£2,403: *Fair Isle*, Ward, 81 kits, 12 days.

£2,386: *Starbank*, Ward, 76 kits, 12 days.

£2,027: *Niles John*, Hewett, 82 kits, 12 days.

ABERDEEN

£29,604: *Ben Lui*, Irvin (Sk. T. Nelson), 1524 kits, BS, 10 days.

£17,945: *Admiral Nelson*, Wood Group (Sk. R. Pirie), 791 kits, F, 17 days.

£16,820: *Lindenlea*, BUT (Sk. W. Uren), 1127 kits, F, 15 days.

£12,568: *Scottish King*, North Star (Sk. G. Smith), 775 kits, S, 12 days.

£9,596: *Margona*, Wood Group (Sk. A. Phimister), 598 kits, S, 11 days.

£9,596: *Ross Kittivoke*, BUT (Sk. A. Banks), 697 kits, S, 12 days.

LOWESTOFT

£8,918: *Boston Wasp*, Boston (Sk. R. Studd), 371 kits, NS, 12 days.

£8,861: *Suffolk Chieftain*, Hobson (Sk. E. Brightly), 366 kits, NS, 11 days.

£8,771: *St. Phillip*, East Const (Sk. T. Martin), 382 kits, NS, 11 days.

£8,553: *Beutley Queen*, Talisman (Sk. A. Gill), 374 kits, NS, 12 days.

£8,361: *Underley Queen*, Talisman (Sk. M. Reeder), 366 kits, NS, 12 days.

£8,333: *Oulton Queen*, Talisman (Sk. A. Hutchinson), 378 kits, NS, 11 days.

GRANTON

£11,542: *Arctic Riever*, Liston (Sk. A. Wanless), 989 cwt., NS, 18 days.

£11,130: *Arctic Explorer*, Liston (Sk. M. Anderson), 824 cwt., NS, 12 days.

£9,121: *Arctic Invader*, Liston (Sk. P. Wanless), 617 cwt., NS, 12 days.

NORTH SHIELDS

£11,884: *Ben Strame*, Irvin (Sk. E. Longhorn), 44,004 kilos, F & NS, 17 days.

£5,662: *Ben Glas*, Irvin (Sk. W. S. Shearer), 17,991 kilos, NS, 9 days.

£5,607: *Lothian Rose*, Irvin (Sk. A. Clark), 17,225 kilos, NS.

£4,280: *Rose of Sharan*, Irvin (Sk. A. Moodie), 11,015 kilos, NS, 2 days.

£3,773: *Lindisfarne*, Irvin (Sk. J. Bailey), 11,403 kilos, NS.

Pair team

£3,507: *Kathleen and Taarnborg*, Irvin (Skippers T. Scorer, R. Morrie), 11,065 kilos, NS.

MILFORD HAVEN, Irish Sea

£3,501: *Bryher*, Norrad (Sk. A. James), 128 kits, 12 days.

£3,280: *Norrad Star*, Norrad (Sk. J. Manson), 142 kits, 13 days.

£2,947: *Georgina Wilson*, Jones (Sk. T. Smith), 116 kits, 13 days.

£2,407: *Brenda Wilson*, Jones (Sk. R. Evans), 101 kits, 12 days.

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